

ATTACHMENT B
DRAFT-STATEMENT OF WORK
ENGINE MAINTENANCE SUPPORT
FAA-owned GE CF-34-3A1, CF-34-3B and
Rolls Royce TAY-6-11-8
And Time and materials on
Hawker BAe 125 TFE 732-5R-1H Engines

C.1.1 INTRODUCTION

The Federal Aviation Administration has a continuing requirement for engine maintenance of FAA-owned flight inspection aircraft consisting of overhaul/repair in support of aircraft operating in various locations throughout the world.

C.1.2. BACKGROUND

(a) The FAA owned engines to be covered under a time and material drop-in basis requirement are identified in the following chart. Appendix A exhibits the status of the engines and their assigned location.

C.1.3. SCOPE

The objective of this requirement is to acquire support of the FAA-owned GE CF-34-3A1, CF-34-3B and Rolls Royce TAY-6-11-8 And Time and materials on Hawker BAe 125 TFE 732-5R-1H Engines cited in C.1.2 above and drop-in maintenance, if ordered, of customer and other FAA engines. The P/H engines are maintained based on actual engine hours flown during each calendar month. Customer or FAA engines not cited in C1.2 are maintained under a time-and-material arrangement. and are identified at time of maintenance. This support includes Hot Section Inspections (HSI), overhaul (OH), Major Periodic Inspection (MPI), Compressor Zone Inspection (CZI) (including test cell run), Unscheduled Engine Maintenance, and implementation of recommended Service Bulletins (SBs), Airworthiness Directives (ADs), engine accessories, life-limited parts, contractor furnished loaned engines, and applicable shipping, as required, to maintain airworthiness of Federal Aviation Administration (FAA) flight inspection aircraft. Preventative maintenance of P/H engines will be performed by FAA personnel or by third party contractors.

C.1.4. DEFINITIONS

(a) Airworthiness Directive (AD) - An AD is issued by the Federal Aviation Administration in response to a safety-of-flight problem occurring in-service for a specific type of aircraft. It is a mandatory directive for commercial aircraft, which specifies the conditions and limitations, if any, under which the aircraft type may continue to be operated. The AD carries a compliance date plus flight hours and/or cycles that must be complied with to maintain the FAA Airworthiness Certificate (AC).

(b) Bench Stock - Expendable items, which are not requisitioned on an individual basis, but are bought in bulk when a reorder level is reached.

(c) Calibration - A comparison between two instruments, one of which is a standard of known accuracy, to detect and correlate, or adjust, any variation in the accuracy of the instrument being compared.

(d) Component - A separate identifiable part of an end item which performs a function within the system or subsystem necessary for the proper operation of that end item.

(e) Compressor Zone Inspection (CZI) - (including test cell run) - an inspection recommended at intervals of engine operation per the light maintenance manual.

(f) Contracting Officer's Technical Representative (COTR) - the Contracting Officer may designate other Government personnel to act as his or her authorized representative for contract administration functions which do not involve changes to the scope, price, schedule, or terms and conditions of the contract. The designation will be in writing, signed by the Contracting Officer, and will set forth the authorities and limitations of the representative(s) under the contract. Such designation will not contain authority to sign contractual documents, order contract changes, modify contract terms, or create any commitment or liability on the part of the Government different from that set forth in the contract.

(g) Drop-in Maintenance - Time and material basis for maintenance of FAA or customer engines. The exact engine type and overhaul schedule are unknown by the FAA prior to and at the time of award and may vary throughout the life of this contract. This maintenance is performed on a time-and-material basis under Section B, (CLIN To be determined). Although there is no inherent incentive to the contractor to minimize the turnaround time for drop-in maintenance, the FAA is not bound by any other contract terms for drop-in maintenance if it is not commensurate with similar P/H engine maintenance turnaround times.

(h) Engine Accessories - a mechanism or device employed to facilitate or increase the effective use of the engine. Attachment 2, Appendix B, exhibits the engine accessories covered under the P/H rate (Section B, Item 1.0 & 2.0) when maintenance is performed at the contractor's facility.

(i) FAR - Federal Aviation Regulation

(j) Flight Time Accounting - the time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the next point of landing.

(k) Hot Section Inspection (HSI) - an inspection to determine performance of HSI components, inner/outer combustion liner, compressor turbine disk assembly, and small exit duct.

(l) Inventoried Spare Engines - FAA-owned repairable/serviceable engines.

(m) Life Limited Parts - serviceable parts designated by the item manufacturer as having limited life in use (either hours or cycles). Such parts may be used since last overhaul and restored to a condition meeting the established overhaul tolerances and limits. Such parts must have sufficient time (hours and cycles) remaining to allow use in service until the next major maintenance period is reached for the engine in which installed or intended for installation.

(n) Loan Engines - Contractor-owned serviceable engines used on aircraft when FAA-owned serviceable spare engines are not available.

(o) Major Periodic Inspection (MPI) - an inspection recommended at intervals of engine operation per the light maintenance manual.

(p) Overhaul - The disassembly, cleaning, inspection, repair, rework, replacement of parts or components, reassemble and test of any item or accessory in accordance with applicable technical manuals, directives, or authorized manufacturer's publications to provide an operationally safe, serviceable, and reliable item.

(q) (RESERVED)

(r) Repair - the restoration or replacement of parts, components, or material as necessitated by wear and tear, damage, or failure of parts, or the like, in order to maintain the specific item or material in efficient operating condition.

(s) Repairable - an unserviceable item that can be repaired and restored to a serviceable condition.

(t) Replace - the replacement of items that are determined to be beyond economical repair (IAW FAR 43).

(u) Scheduled Maintenance - that maintenance which is deemed necessary to be accomplished at prescribed intervals.

(v) Service Bulletin (SB) - a document issued to all customers recommending an inspection and possible repair to the engine. SBs can carry a recommended time compliance by the manufacturer.

(w) Serviceable - capable of meeting the requirement and performing the function for which designed or modified, and meets all test requirements established by the work specification.

(x) Unscheduled Maintenance - maintenance, other than scheduled (overhaul, HSI, MPI, CZI, etc.), that requires engine or major module removal and repair at an authorized engine repair facility. This requirement refers to unscheduled maintenance in two scenarios - contractor responsibility and FAA responsibility. Maintenance required due to contractor performed engine maintenance failures, distinguished as those which would require the removal of an engine or major module, is the contractor's responsibility and is covered under the P/H rate. Maintenance required due to misuse by the FAA operator, incurrence of FOD or Acts of God which are not repairable by the on-site FAA maintenance staff, is the FAA's responsibility and is covered by a separate contract line item.

(y) AMS - FAA Acquisition Management System

(z) PHASE IN/OUT - Contractor shall provide 30 calendars prior and post contract for a phase in and phase out of the contract performance period at no additional cost. This time is for the administrative and management needs to get in place the security paper work for personnel employee identification, change in/out of badges, all administrative things that have to take place so that on the start date/end date a smooth conversion between going in and going out contractor's can be accomplished.

C.1.5. SCHEDULED MAINTENANCE

(a) The repair facility shall perform all scheduled maintenance "except for preventative maintenance" overhaul of engines and accessories, MPI, CZI, and HSI in compliance with SOW Paragraph C1.8.0(e).

(b) If requested by the COTR, the contractor shall provide, at no additional cost, an engine on loan for the FAA's use while the removed engine undergoes overhaul, repair and/or MPI/CZI. Loan engines will only be requisitioned by the FAA when FAA-owned serviceable spare engines are not available.

C.1.6. UNSCHEDULED MAINTENANCE

(a) Any unscheduled maintenance requiring engine removal/major module removal for repair at an authorized facility, not including maintenance resulting from operator misuse, acts of God, or incurrence of FOD, shall be covered under the P/H rate.

(b) Unscheduled maintenance requirements, not cited in C.6(a) above, and those resulting from misuse by the FAA operator, incurrence of FOD and Acts of God which are not repairable by the on-site FAA maintenance staff, are covered under Section B, Item 3.0.

(c) If requested by the COTR, the contractor shall provide an engine on loan for the FAA's use while the removed engine undergoes overhaul or repair. Loan engines will only be requisitioned by the FAA when FAA-owned serviceable spare engines are not available.

(d) To ensure agreement between the contractor and the FAA concerning the responsibility of unscheduled maintenance, the contractor shall immediately notify the COTR on all actions which the contractor determines not to be covered under the P/H program.

The COTR will inspect the damage and, if agreed, will authorize maintenance under Section B, Item 3.0, or provide for disposition of the item.

C.1.7 SERVICE BULLETINS

The repair facility shall incorporate Pratt & Whitney and Garrett Service Bulletins in accordance with the following schedule:

(a) Recommended Service Bulletins. Recommended SBs shall be performed concurrently with other work under the P/H rate as approved by the FAA.

(b) Optional Service Bulletins. Compliance is at the FAA's discretion. The cost of parts and additional labor are chargeable to Section B, (Item to be determined). Upon receipt of a request for estimate from the COTR, the contractor is responsible for preparing and providing a cost estimate for the additional labor and parts required to incorporate the optional SB in relation to the prescribed standard hours. The FAA will elect whether to enter into negotiations for the incorporation of the SB based on this cost estimate and other factors and, if so, will authorize performance after negotiations.

C.1.8 CONTRACTOR QUALIFICATIONS

(a) All work performed under this requirement shall be performed by Federal Aviation Administration (FAA) approved repair station certificate holders that, at a minimum, hold the following ratings or limited ratings:

Power plant Class 3 or Limited Rating for **GE CF-34-3A1, CF-34-3B and Rolls Royce TAY-6-11-8 And Time and materials on Hawker BAe 125 TFE 732-5R-1H Engines**. (Drop in maintenance requirements shall be performed only by repair facilities holding FAA approved repair station certificates for those engine types.)

(b) Under those ratings listed above, the repair station certificate holder shall possess and maintain operations specification certification that authorize the contractor to perform the following functions:

(1) Overhaul and internal repair of the **GE CF-34-3A1, CF-34-3B and Rolls Royce TAY-6-11-8 And Time and materials on Hawker BAe 125 TFE 732-5R-1H Engines** engines engines.

(2) Overhaul and repair of basic engine accessories.

(c) The repair facility may subcontract other functions not authorized by their operations specification certification to include:

(1) Repair and coating of internal engine components such as the vane ring, ducts and liners.

(2) Repair and overhaul of other engine accessories not identified above.

Should a vendor who is not a certificated repair station perform these subcontract functions, the repair facility must have a documented system in place to determine the airworthiness of the article by either inspection or test.

(d) Prior to award of a contract, the FAA will audit the repair facility, at their facility, to ensure these quality standards are available. The repair facility shall be subject to routine periodic audits throughout the term of the contract to ensure these quality standards are maintained and adhered to.

(e) The contractor shall comply with FAR, the FAA General Maintenance Manual, the manufacturers' specifications, recommendations, and repair instructions.

(f) Engine maintenance shall be performed at one location for each engine type except for the subcontracted functions cited in subparagraph (c) above.

C.1.9. DELIVERABLES

(a) The contractor shall certify to the FAA, with supporting documentation, that each engine and accessory overhaul, repair and inspection was accomplished in compliance with the current manufacturers' specifications, manuals, and/or operating specifications in accordance with FAA instructions. The supporting documentation shall be provided to the COTR at the following intervals:

- (1) immediately following induction of engine
- (2) immediately following completion of initial inspection
- (3) immediately following completion of final inspection

(b) This documentation shall, at a minimum, contain the following information:

(The contractor shall utilize the company's standard format, modifying only as necessary to include elements cited herein which are not otherwise included in the pre-existing format. The COTR shall review and approve the format.)

(1) the FAA contract number (DTFAAC-09-D-_____), cited in block 2, page 1 of this contract;

(2) Contractor issued work order identifying, by serial number, component being overhauled;

- (3) Dimensional check data;
- (4) Replacement parts list;
- (5) Repair data;
- (6) Reassembly/test data;
- (7) Rationale for determination of unserviceable condition, including reference to overhaul/repair specifications;
- (8) Complete status of life-limited components, as applicable;
- (9) Summary of Airworthiness Directive compliance, as applicable;
- (10) Summary of Service Bulletin compliance, as applicable;
- (11) Documentation supporting any major repair and/or alteration, as applicable;
- (12) Maintenance Release returning the engine to service.

This needs to be incorporated into a Contractor Data Requirements List (CDRL)